

FOR EUROPE & AMERICA
INDIA, AUSTRALIA, &c, and for
PRIVATE RESIDENTS AT THE
OUTPORTS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
given in the
HONGKONG WEEKLY
PRESS,
with which is incorporated the
CHINA OVERLAND TRADE REPORT,
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Hongkong Daily Press.

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FOR 1906.

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No. 15,028. 第八十二年五月第一 日廿十式月四周年二十三緒光 HONGKONG. TUESDAY, JUNE 12TH, 1906. 二拜禮 號二十六年六月百九十一英港香



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[a1180]

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[a1200]

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Northerly direction to the stream near the
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Hongkong, 1st June, 1906.

[a1204]

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[a1205]

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Only 85 an Acre. T. H. STEPHENS, Dentist.
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[a1209]

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[a135]

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Hongkong, 9th May, 1906.

[a1642]

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expected arrival at their destinations, as well as
the dates of return Mails.

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Hongkong, 12th February, 1906.

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EXTRA COPIES of *Daily Press* are on
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STALL; Mr. H. RUTTONEE'S KOW-
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Hongkong, 22nd December, 1906.

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Stop drinking rank Smoky Stuff, because "it comes through the Soda."
TRY HAIG & HAIG'S WHISKIES; pure, mellow, matured, non-smoky, delicate flavor.
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[a137]

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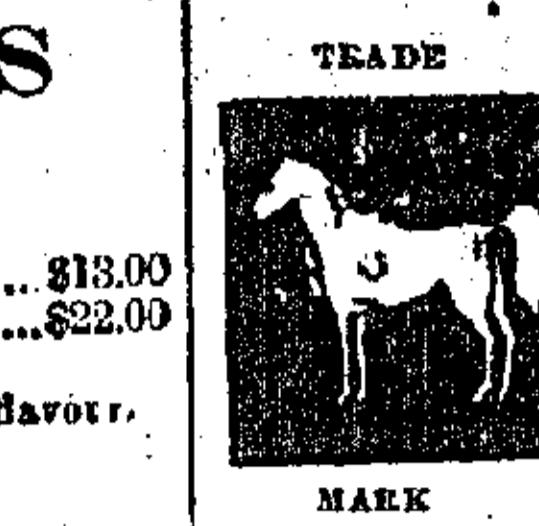
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[1905]

Hongkong, 16th August, 1905.

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Hongkong, 18th November, 1901.

[47]

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CODE WORD: "DOCK".

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DOCK NO. 3.

Extreme Length ... 725 feet

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1175

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Do. (Bombay bottles)	1.80
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TONIC WATER	1.80
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LEMON SQUASH	1.95
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Eighteen Dollars per dozen is allowed on SYPHONS returned in Good Condition.

We specially recommend our STONE GINGER BEER, which is brewed from finest Jamaican Root by our own special process.

A. S. WATSON & CO.,
LIMITED,

ESTABLISHED A.D. 1841.

Hongkong, 8th June, 1906.

[30]

NOTICE TO CORRESPONDENTS.
Communications relating to the news column should be addressed to THE EDITOR.
Correspondents must forward their names and addresses with communications addressed to the Editor, or for publication, but as evidence of good faith, all letters for publication should be written on one side of the paper only.

No anonymous or other communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited, only supplies 2 "C" class telegraphic address: "Press, Code: A.R.C. th P. 1000".

P.O. Box, 33 Telephone No. 12

BIRTH.

On June 2nd, at Hankow, to the Rev. and Mrs. Louis BYRD, C. M. S., Yungchow, Hunan, a daughter.

MARRIAGE.

On June 5th, at Chefoo, JOHN HOWARD STOKE to ALICE MARY BAKER.

DEATHS.

On June 5th, at Bangalore, SIRNEY DILLON SHALLARD, late Commander P. & O. Co.'s service, aged 70 years.

At Shanghai, KARL ERNST LUDWIG, only son of Mr. and Mrs. C. Fink, aged 10 years.

HONGKONG OFFICE: 10A, DES VIEUX ROAD C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JUNE 12TH, 1906.

THERE is in one of the many books relating to China a story which we remember vaguely, without knowing whether it was intended for fiction or fact—it told of a certain Chinaman of inferior rank but superior impudence who coveted the factory and property of a wealthy neighbour. There was enough of detail to demonstrate, with considerable verisimilitude, how he dispossessed his neighbour and managed to instil him securely as undisputed owner. The bribe of false witness, the theft of title deeds, and the convincing of an official by a trick, were parts of his procedure. We have always considered it as a humorous exaggeration, even if it were not wholly fiction. Some recent statements published as sober fact remind us of the tale, and make us consider it in a more serious light. It is important to bear in mind, in view of the suspicion all critical foreign comments rest under, of being prejudiced against things and ways Chinese, that the statements to be referred to are made by a Chinaman, Mr. LANG FAO-YUN, so recently as the 5th of this month. This gentleman writes to the *North-China Daily News* of "the utter lack of justice or even fairness" with which Chinese are treated by their own officials—even in the Foreign Settlement.

His story is to the following effect. Over twenty years ago the China Paper Mill was established by Chinese within the boundaries of foreign Shanghai. A very prosperous business resulted and continued almost to date. The property and works have been held and managed throughout exclusively by Chinese. No foreigners had any interest in it at all. Even now the owners are descendants of the original owner. The present value of the concern is estimated to be a quarter of a million taels. Some time ago a notorious character called YING KWEN-SHING, at present alleged to be under arrest as an accomplice of the still more notorious prince of bandits, VAN KAH-DEE, set up a claim as part owner of the Paper Mill, a claim which we are left to understand was legally groundless. The claimant some years ago had been officially stigmatised as "an unprincipled and untrustworthy person". It is stated that this man, "through his influence with the various Chinese officials and high Chinese authorities, which influence it is generally believed comes from his close association with VAN KAH-DEE", was able to cause the Chinese Chamber of Commerce to summon the owners to answer his claim. As the Chamber is not a judicial body, and has no judicial rights even under the Chinese law, and as they had no hope of a proper result following the intervention of this body, the Mill owners refused to go. YING is then alleged to have obtained a "secret order" from the Chinese Mixed Court magistrate for the closing of the Mill pending settlement. As it is stated that a foreign attorney was instrumental to this end, we may dismiss the suggestion of irregularity. The order may have been unfair; but it was probably as legal as the anomalous arrangement at Shanghai permit anything to be. It is asserted, however, by Mr. LANG that the Police for some time refused to execute this order, on the ground that it was illegal, which they would scarcely have presumed to do if a foreign Assessor had participated in its issuance. Yet it is stated that the Spanish Consul consented, and the Belgian Consul countersigned the warrant. Anyhow, the prosperous Mill was closed and over three hundred employees thrown out of work. Mr. LANG insists that all this was done "without bringing any judicial proceedings against the owners of the Mill or in any way giving them a chance to present their side of the case in a legal Court". He appears to be much hurt at the idea that the wicked claimant's attorney was a member of the Municipal Council, which body collected heavy taxes but could not interfere to protect mere Chinese. This is this sort of thing, he asserts, which drives Chinese to appeal for protection to any Consulate willing to take them under its wing. This is in allusion to the allegation that the Spanish Consul is too complacent in the matter of registering all comers as Spanish subjects. Mr. LANG asks, "can such Consuls be blamed for assuming jurisdiction in cases where otherwise gross injustice and severe hardship not only fall on one but on the many involved, by reason of Chinese officialdom's actual disregard not only of law, but almost of decency?" The writer does not give dates; and we have gone through a year's file without finding any reference to the case; but we have little doubt that the Municipal Council will have an answer to any suggestion of neglect on its part. In emphasising native injustice or incompetency, the administrative body of Shanghai has not confined itself to citing only cases in which foreigners have been directly interested. The significant features of the letter, which our contemporary would hardly have inserted if it had been wholly baseless and wrong, are these. Over his own name, a Chinese ratepayer denounces in round terms the dishonesty of Chinese officials, and fairly hints at the extent to which they, and even a body like the Chamber of Commerce, are subject to the ramified influence of the VAN KAH-DEE gang. Unless Mr. LANG be principally and certainly contructed, foreign critics must feel justified in giving free rein to their distrust.

The Shanghai branch of the China Association is holding an extraordinary meeting on Thursday of this week.

The mail from Japan yesterday brought us papers nearly a month old. There seems to have been postal negligence somewhere.

The Governor General of Indo-China has interdicted the entrance and circulation of five Chinese journals from Hongkong.

Most of our German readers will be sorry to read in our obituary notices to-day of the bereavement of Mr. Fink, Editor of *Der Ostasiatische Lloyd*.

It is reported that the new French Minister to Peking will shortly proceed to Annam to investigate into railway and other matters in relation to South China.

The return of visitors to the City Hall Library and Museum for the week ending the 10th June 1906 (excluding Whit Monday), shows that of non-Chinese there were 277 to the Library and 138 to the Museum; and of Chinese 136 to the former and 2,388 to the latter. The Library was, therefore, used by 413 persons, and the Museum by 2,526.

Viceroy Chung Shan at Foochow has stated to the Waipuans in reply to the British protest, that as the establishment of a Government campion monopoly in Fukien is a matter for the internal administration of China and concerns no foreigners or foreign interests, the Chinese authorities cannot be held responsible for any alleged losses of British or other foreign merchants.

By kind permission of Lieut.-Col. Aitken and Officers 119th Infantry, the Band of the Regiment will play the following programme at the U.S.R. Club, Kowloon, to-day, commencing at 5 p.m.:

March "Under the Double Eagle," Wagner

Patrol "The Egyptian Patrol," Lane

Waltz "Gardie, I Sleep," Magis

Selection "My Lady Molly," Jones

Intermezzo, "Love in Idleness," Macbeth

Amateur Sketch "Down South," Myrdleton

A Kobo resident recently received a notification, and was much surprised to read the contents, viz.: "Want to know the reason why you delay in sending your income statement, etc." He is led to believe that the taxation office sent him the above notification simply because his name appears in the directory. His name happens to be misspelled in the directory, and the tax officials had also made the same mistake. He has, he says, never before been asked to furnish particulars of his income. He has been luckier than most.

In a scene in the House of Commons arising out of a passage of a bill between Mr. Chamberlain and Dr. Macnamara over the Education Bill, Sir Henry Campbell-Bannerman intervened and asked Mr. Chamberlain if he doubted Dr. Macnamara's veracity. Mr. Chamberlain refused to be lessened by the Premier, whose interferences he characterised as impertinent. There was an uproar, but the Chairman refused to rule the remark out of order. The Commons are nowadays insufficiently educated to know the difference between "impertinent" and "impudent." But what repartees such scenes open up to the women recently reported as disorderly.

The Manila *Cablenews* of April 11th had a reference to the British Consul at Manila, which we quoted in a paragraph on the 17th. The reference was to the effect that the Consul had then been away six months; that his return was improbable; that the Vice-Consul was likely to succeed him; and it was suggested that the Consul did not enjoy the entire approval of his "more sedate countrymen". It appears that these comments were entirely unwarranted; and our attention has been drawn to a public apology signed by Frederick O'Brien, the editor of the *Cablenews*. He deeply regrets and heartily deplores the article, and shifts the blame as follows: "It was inserted through the ignorance of the assistant left in charge, and who was an Englishman!" In the Consul's place we would regard this as an extra piece of impudence.

An American paper says:—The prediction has been made that the new San Francisco will be made of steel. The buildings of brick, stone and wood fell and burned by the score in the same sections where steel structures still stand damaged somewhat, but not destroyed, and for the most part fit for present use. The rebuilding of the business section of the city is expected to be rushed in as has ever been known in another city, and that means that the market for structural steel will boom beyond all precedent. The plants of the country where such material is made have enlarged in almost every instance in the past few years, some having been doubled, and new places built for the same purpose, but they have all been rushing a year or more to their limits, and have reported orders ahead for the most of this year. With this new, quick demand for steel building material, new editions will probably be made, and it is probable that some other projects will be delayed for accommodation of San Francisco. There is no idleness in sight for the steel workers of this country, all the way around from the iron ore mines to the employees of building contractors.

Mr. Peter Peacock, M. V. O., of the British Embassy at Tokyo, suddenly collapsed when riding to the station at Yokohama on May 30th and died almost immediately, presumably from heart failure. Mr. Peacock was very well known in Japan, and was a link with old days. He was a burly, jovial man, full of interesting reminiscences. The *Chronicle* says: Mr. Peacock, who was in his sixtieth year, was appointed Inspector in the Escort Guard at Tokyo on February 8th, 1897, and has ever since been in the service of the Legation, now the Embassy. He was with Sir Harry Parkes when the Minister was attacked by two *kyo* while proceeding to the Palace at Kyoto in 1867 and on this occasion was wounded. Mr. Peacock had therefore seen thirty-nine years in the service of his country. When the Duke of Connaught visited Japan many years ago Mr. Peacock received from the Royal visitor a handsome pin as a memento of the visit, and when the report was first published that the Duke was to head the Garter Mission (instead of his son) Mr. Peacock anticipated with pleasure meeting his Royal Highness once again. During the visit of Prince Arthur recently, Mr. Peacock was awarded the Victorian Order in recognition of his long and faithful services.

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TELEGRAMS.

[DAILY PRESS] EXCLUSIVE SERVICE.]

NEW ZEALAND PREMIER
DEAD.

LONDON, June 11th.

The Rt. Hon. Richard John Seddon,

P.C., Premier, Colonial Treasurer,

Labour Minister, Minister of

Defence, Minister of Education, and

Minister for Immigration in New

Zealand, is dead, aged 61 years.

THE RISING IN KIANGSI.

Nanchang, June 2nd.

The rioters have been suppressed, some ten of them being killed and sixteen taken prisoners. Two attacks were made when the troops arrived in the mountain fastnesses. H.M.S. *Snipe* has returned to Nanchang. The missionaries are all safe.

HUNGBUTZE ACTIVITY IN
MANCHURIA.

Tokyo, June 7th.

Mukden messages state that a force of bandits

near Changchun on Saturday afternoon captured 9,000 rifles of German pattern which were being sent to Tatar General Chao Erku of Mukden under instructions of Viceroy Yuan Shikai to the Tatar Generals of Kirin and Heilungkiang, as well as sixteen cars. Many were killed and wounded.

A MYSTERIOUS ATTACK.

Tokyo, June 7th.

It is officially reported that a batch of Chinese

rebels invaded the Japanese railway barracks at Kuchien on the 16th ult. and injured some

workmen.

SUPREME COURT.

London, June 11th.

Spearman, the winner of the Derby,

has carried off the Grand Prix also.

THE ZULULAND TROUBLE.

London, June 11th.

There has been further fighting in

Zululand. Two hundred casualties

are reported.

THE CHAPEL OF "M.G."

London, June 11th.

The King and Queen have signified

their intention of attending the

dedication of the new chapel of the

Order of St. Michael and St. George.

A CRICKET RECORD.

London, June 11th.

Hayward has just achieved the feat

of scoring four centuries in two

consecutive matches.

[REUTER'S SERVICE.]

PARLIAMENTARY.

London, June 9th.

In connection with Mr. Churchill's speech

re the Colonial Office vote: A Labour

motion to reduce Lord Elgin's salary was

talked out. If a division had been taken,

the majority of the Government would prob-

ably have sunk to the lowest, owing to the

indignation of the Radicals at the Govern-

ment's Chinese labour policy.

THE NAVAL MANOEUVRES.

London, June 9th.

Following the Japanese model, a number

of army officers will participate in the naval

manoeuvres commencing to-day.

[N.C. Daily News Service.]

THE EMPEROR AT WORK AGAIN.

Peking, June 5th.

THE CHICAGO STOCK-YARDS.

SCANDALOUS REPORTS CONTRADICTED.

It is worthy of note that the American Government was moved to investigate the Chicago meat-packing industry by a recent Socialistic novel written by Mr. J. Upton Sinclair, entitled "The Jungle." The Government departments are now investigating the conditions at the Chicago stock-yards, as a result of Mr. Sinclair's book.

The following are extracts from critiques published in the *Literary Digest*.

"We have to enter such glimpses into the Inferno of business," says one writer, adding "there has never been framed such a frightful indictment of American liberty and opportunity." It is a story of horrors, he continues, beside which the Belgian atrocities on the Congo "are as nothing." So terrible is Mr. Sinclair's indictment of American liberty and opportunity.

It is a story of horrors, he continues, beside which the Belgian atrocities on the Congo "are as nothing." So terrible is Mr. Sinclair's indictment of existing conditions as he claims to have seen them that the Chicago *Evening Post* is moved to declare that the novelist in such a case as the attorney usurping the bench, summing up before a jury whose only safeguard against bias is cynicism." Reviewers are dubious about how seriously his novel is to be taken. A writer in the *Triangle* declares that if the revelations in Mr. Sinclair's book are true, "the packing industry, as now conducted, is morally and physically the foulest blot on twentieth-century civilisation," yet he qualifies, "It is possible that justification could be found for every statement made by Mr. Sinclair and still leave him guilty of exaggeration."

Another writer says:—"The horrors crowd each other so continuously without even a paragraph of respite that even the reviewer found himself often more interested in the author's powers of lucidity than indignant at the inequities so realistically portrayed. He tells only of the sick cattle killed and sold for beef, of the chemical poisons used to reclaim tainted meat, of the Biblical formulae used for making sausages, and other hideous secrets of economy in the Durham Company's packing-houses." And, more particularly, he dramatises the woes of the miserable gangrened humanity in Packing-town, all of which he represents as being caused by the Durham system, which encourages the fiercest competition between hungry men for work, which takes every advantage of their ignorance, poverty, and weakness. He has exercised all his might and power to lay the scene horribly, even to convey the smell of it." An element of colour," he says, "raw and crude, it was rich, almost macabre, sombre, strong," that smell of the stock-yards and packing-houses.

It is a suggestion of Mr. Sinclair's dramatic method of making a small thing stand for something monstrous when he represents the peasant family who are to be victims of his tale as having travelled all the way from Lithuania to it. The idea is, that he has failed in their unsophisticated presentation of the squalor, the stench and moral destruction into which they were going."

It is reported from Washington that a meat packer named Wilson, on behalf of the Chicago meat-packers, gave evidence before the House Committee on Agriculture and denied the allegations made against the trade.

We would not be surprised to learn that these "disclosures" were as exaggerated as they were disgusting.

THE SEAMAN AS HANDYMAN.

MARTE'S MARINER'S ACHIEVEMENT.

With the gradual decay of the old-fashioned "wind-jammer" and her brawny crew, it has been the fashion in some circles to deify the ability and resourcefulness of the present-day sailor man. But the mariner of to-day is frequently placed in an awkward position calling for tact and resourcefulness of the same quality if of a different character, as was displayed by seamen of the old school. An article in the *Nautical Magazine* dealing with an incident recently happening in the South American illustrates the truth of the statement that seafarers are as resourceful in case of emergency as ever they were. The steamer "White Cross" came into collision with the steamer "Aboukir" in February last, and sustained serious damage to her bows, but she managed to reach Monte Video.

Captain Breckon was in port at the time in command of the "Burbonshire," and receiving instructions from his owners by cable, he took full charge of the "White Cross" in order to get her out of her predicament in the best and cheapest possible way; the chief officer of the "White Cross" being meantime appointed to take charge of the "Burbonshire." His owners' instructions were to effect temporary repairs and send the ship home in ballast, but finding that such an exorbitant price was asked for the carrying-out of these temporary repairs, he made up his mind together, explained to them, at he proposed to undertake the job himself, and everyone set to work with a will. Captain Breckon, being in a foreign port, was surrounded by many difficulties and obstacles, but over these he triumphed, with the result that the "White Cross" was put in a perfectly seaworthy condition solely through the efforts of himself and his own men. A photograph of the steamer in the *Nautical Magazine* shows her in her temporarily repaired state. She had about 42 tons of cement and concrete in her bows, with a wooden bulkhead behind. The cost of the repairs did not amount to one quarter of that which was demanded by the contractors at Monte Video, and by "getting to windward" of them in such a way Captain Breckon merits the greatest praise. It is interesting to know that before his departure, Lloyd's agents at Monte Video recommended him for the post of Lloyd's Surveyor for that port, but acting on the advice of his owners, he did not pursue the matter any further. On completion of the repairs the "White Cross" loaded a grain cargo at La Plata for Antwerp, where it was turned out in good order and condition. This creditable work did not go by without due recognition at the hands of Captain Breckon's owners, Messrs. Rowland and Marwood. At a meeting of the Board of Directors of the Company, the chairman made suitable reference to the affair, and as a mark of the Company's esteem stated that he had pleasure in handing to the Captain a gold watch which bore the following inscription:—"Presented to Captain George Breckon by Rowland and Marwood's Steamship Company, in appreciation of his services in repairing at Monte Video and bringing home the "White Cross" after her collision with the "Aboukir," 9th February, 1906." Another of the directors, Mr. Christopher Marwood, J.P., also dwelt on the excellent service which Captain Breckon had rendered.

According to a telegram, the Weihaiwei Gold Mines crushed 2,000 tons of ore in May, at an estimated cost of \$12,200. The yield was 140 oz. of gold, worth about \$3,800, and 110 tons of concentrates worth about \$11,000. The estimated profit for May was therefore about \$2,600. If we can keep that up, the share-holders will not grumble.

THE DEVELOPMENT OF MANCHURIA.

PLANS OF JAPANESE GOVERNMENT.

The Japanese State Council on May 23rd considered the question of the development of Manchuria. A Tokyo dispatch states that a scheme was elaborated by the Manchurian Committee before the departure of Marquis Saitoji on his tour of inspection in Manchuria, and was laid before the Cabinet. Now that the Premier had returned with a personal knowledge of the situation in Manchuria, the scheme was submitted to the consideration of the Elder Statesmen, and it is stated was approved by the Council.

The substance of the scheme as given in the Tokyo dispatch, is that a company should be formed by the Government and private capitalists jointly for working and developing the railways, mines and forests in Manchuria. The Government would contribute the railways, mines, and other property owned in Manchuria, as its share in the company, and the value of these properties, as they now stand, is estimated at about Y70,000,000. A working fund is required, the total capital of the company cannot be less than Y100,000,000. In addition an enormous fund is required for the improvement of the railway system and the mines, and it is proposed to raise a loan of Y100,000,000 on the security of the company's property.

The State Council eventually approved the following policy—based on the results of the Premier's tour for the guidance for the Japanese in Manchuria—

"That the sovereignty of China in Manchuria should be respected, giving equal opportunity to all the Powers, and joint enterprises of Japanese and Chinese should be encouraged for the development of Manchuria."

"That the principle of military supremacy should be avoided, so that the native might be convinced of the sincerity of Japan's intentions towards China."

It is considered that the principle of military supremacy, if followed in Manchuria, will only arouse misgivings on the part of the Powers, which may adversely affect the diplomacy of the Empire. It is therefore thought advisable to avoid such a line of action in Manchuria, which would offend the authorities of South China. As agitations are now in China for the recovery of autonomy and the boycott of American goods, Japan's persistence of military supremacy in Manchuria would only result in benefiting a certain commercial country, and give an opportunity to two certain European Powers to cultivate better relations with China.

The State Council decided to withdraw the existing military administration offices in Manchuria as soon as practicable. The next question to be settled is the expenditure, which must be included in some way in the Budget—*Japan Chronicle*.

BAD TRADE.

In the course of a grumbling letter to the *New York Daily News*, "A Merchant" writes:—"But Vladivostok is not the only market which has been shut. Another market, more important than Siberia, and which was wont to take large quantities of all kinds of goods through Shanghai, is anything but open. This is Newchwang. True, the door of Newchwang is open, as the wily Japanese will smilingly point out to you. The door is open, and truly there are no differential duties. But how much farther can we get than the threshold of this open door? Newchwang itself is only a market like Shanghai, and does not itself consume the immense quantities of cargo which used to pass through its port. All right-thinking persons will endorse the sentiments here conveyed, but most of us out here will also endorse the 'if,' remarks the *Peking Times*. We have noted with great approval the efforts which the Vicaroy has been making to check the consumption of opium among his officials, and even to banish it from his staff who indulge in the vice and he is a hard case. We have also heard with pleasure of restrictions being drawn up with regard to opium dens in Peking. But we have not heard, and we fear it is not possible to hear that China has phased out the opium dens, nor that any diminution has taken place in the area under cultivation. On the contrary, we have the recent Customs reports which tell us that native opium is increasing, and we purpose quoting from Ichang where it is stated:—

"Foreign Opium is practically unknown at Ichang. The Native Opium to be found in our tables is that which, whether produced in Yenan, Kweichow, or Szechuan, is shipped at Chungking in chartered junks and transhipped here in steamers for distant markets. These returns show a more than ten-fold increase in the native opium cultivation and it is the general opinion that opium-smoking in this district is still increasing. Chinese have remarked on the universal tolerance now accorded to the practice. The opium-smoker has no longer any reason to attempt to conceal his pleasant habit, or to retire for its satisfaction to the kuan or divan—now no longer patronised by the well-to-do. Every respectable house now has its *fanjian*, and is expected to take, as well as offer, a few whiffs in the course of an ordinary visit. Opium-smoking among the Chinese has ceased to be generally regarded as a vice, and like tea-drinking in England, definitely taken a place among the customs of the country."

THE NANCHANG CASE.

One of the most difficult and embarrassing features of the Nanchang case so far as the Chinese Government is concerned is the autograph letter held by the French authorities written by the Nanchang Magistrate the day after his attempted suicide and before the riot which later necessitated the cause of death being shifted indirectly to French shoulders. This letter, says the *Peking Times*, was written and sent before the Chinese realised that they must have some good excuse to offer for the terrible outrage committed on the foreigners, involving unfriendly relations with two Powers in the first announcement of the affair. It will be remembered that suicide and not murder was mentioned. The *Waihui* is said to have great difficulty in getting over this letter which is legally endorsed and which cannot be proved to have been written under any pressure. The latter, we understand, was a very friendly one with the priests, thanking them for previous friendship and support.

LATEST STEAMER MOVEMENTS.

The C.P.R. str. *Empress of India* arrived at Shanghai at 1 a.m. on Saturday, the 9th inst., and left again 8 p.m. same day for Hongkong, and is due here at 10 a.m. on Tuesday, the 12th inst.

The P.M. str. *Manchuria* sailed from Yoko-hama on the 10th inst., and is due here on the 21st inst.

The J.G.M. str. *Seydlitz* left Colombo on Saturday, the 9th inst., p.m. and may be expected here on or about Wednesday, the 20th inst., a.m.

The H.A.L. str. *Borussia*, from Hamburg, left Colombo for this port on the 5th inst., a.m., and may be expected here on the 15th inst., a.m.

The N.Y.K. str. *Nikko Maru* (Australian Line) left Nagasaki on the 9th inst., and is due here on the 12th inst.

According to a telegram, the Weihaiwei Gold Mines crushed 2,000 tons of ore in May, at an estimated cost of \$12,200. The yield was 140 oz. of gold, worth about \$3,800, and 110 tons of concentrates worth about \$11,000. The estimated profit for May was therefore about \$2,600. If we can keep that up, the share-holders will not grumble.

JAPAN'S TRADE IN MANCHURIA.

THE GOVERNMENT'S DECISION TO ASSIST MERCHANTS.

The efforts of Japanese merchants and manufacturers for extension of Manchurian trade have now assumed a practical shape, the Government, as we recently pointed out, having decided to give the protection asked for. The cotton-growing trade in Manchuria is that of cotton and wool. In 1904 the total amount of cotton fabrics imported into Manchuria reached 7,047,000 bales, of which American sheeting and flannel totalled 3,642,000 and 1,704,000 respectively. Japan's share amounted to only 18,000 bales, including 6,000 bales of sheeting and 12,000 bales of drap. As a means of extending the market for Japanese fabrics in Manchuria it is urged that uniform trade marks should be used; the quality of articles made uniform as far as possible, exports to be made in sufficient large quantities as to establish an influence in the market; and that thoroughly reliable selling agents be appointed. As already reported, in order to attain this object the spinning and weaving companies—the Oshaki Boski, Miyo Boski, Kuskin Shokoku, Jemina Orimono, and Okayama Boski—have organised themselves into a guild and have appointed the Mitsui Busan Kaisha their selling agents in Manchuria. The cotton goods to be exported by these companies will be of uniform quality and trade marks and endeavours will be made to export annually at least 12,000 bales, valued at Y1,200,000.

With regard to the Japanese cotton goods trade in Corea, the annual exportation of sheeting has now increased to 15,000 bales, valued at Y1,800,000, while the value of American and English imports does not exceed Y800,000. Efforts will also be made to further extend the trade in Corea. For this purpose the manufacturers interested have petitioned the Government for protection in the matter of circulation and transport facilities. Regarding the Manchurian trade they ask the Government for the advance of six million yen in monthly instalments against shipping bills at the rate of 4 per cent. per annum, to be repaid every four months. To reliable merchants goods are to be delivered even before payment of draft, and for the transport of exports the freight of the East China Railway is to be fixed or reduced to one-half for one year. The shipping freight is also to be reduced 50 per cent. for one year.

The Minister of Finance, approving the idea of the petition, has instructed the Director of the Finance Bureau to attend to the execution of this scheme. The letter, as the result of a consultation with the Presidents of the Bank of Japan and the Yokohama Specie Bank, has decided to afford protection not only for cotton yarn and fabrics but also in respect to other exports to Corea and Manchuria. In future loans at the rate of 4½ per cent. will be allowed on the shipping bill of sugar, matches, cement, beer, marine produce, timber, charcoal, etc., exported. The Minister of Communications after consultation with the War Office, will fix now freight on the East China Railway, while, on the other hand, an order will be issued to the Nippon Yusen and the Osaka Shosha Kaisha for a reduction of the freight. With regard to the loans in connection with Corea trade the matter will be decided upon after consultation with the First Bank.—*Chronicle*.

NATIVE OPIUM.

It China is seriously desirous of restricting the consumption, says the British Government, the British and Indian Governments will cordially agree to any plan which may further that end even at some sacrifice. All right-thinking persons will endorse the sentiments here conveyed, but most of us out here will also endorse the "if," remarks the *Peking Times*. We have noted with great approval the efforts which the Vicaroy has been making to check the consumption of opium among his officials, and even to banish it from his staff who indulge in the vice and he is a hard case. We have also heard with pleasure of restrictions being drawn up with regard to opium dens in Peking. But we have not heard, and we fear it is not possible to hear that China has phased out the opium dens, nor that any diminution has taken place in the area under cultivation. On the contrary, we have the recent Customs reports which tell us that native opium is increasing, and we purpose quoting from Ichang where it is stated:—

"This is really the climax of my pleasure and recreation trip in Japan! I am a victim of the 'Siberia' phased into quarantine for 12 days and 12 nights."

"Boarded this ill-fated steamer last Saturday at Koho expecting to sail on the Japanese steamer for Fushan on June 5th. I now lose likewise my berth engaged on the 'America' for Hamburg. My entire trip through Japan has been one of annoyances and disappointment, save my sojourn at Nagoya, which was rendered very pleasant through the company of Mr. —,

"—, and what a farce comedy this is! One of the stokers having been ill, he was pronounced to be stricken with the plague. Yet he has been kept aboard 24 hours after such a verdict, at the risk of everyone concerned. Yesterday, that stoker felt quite well and reported for work. He relished three hearty meals and has nothing to complain of. Still all passengers are subjected to such unnecessary severity and actual loss."

"Yesterday we were all given a bath in two divisions. On the return of the morning division, which had not been disinfected, were permitted to mingle with no passengers and ship's crew alike. Just think of such an abominable lumping and swindling! Next, nearly all passengers before sailing for the spot of disinfection, took off their clothes suspected of infection, changing same for clothes taken from the bottom of their trunks. Clean clothes have been disinfected, whereas the infected clothes remained as they were within the cabins. I never before witnessed such a swindle of quarantining people."

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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed Daily Press only, and special business matter to THE MANAGER.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: PRESS, Codes, A.B.C., 5th Ed. Lieber's.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

NORDDEUTSCHE LLOYD, BREMEN.

NOTICE.

STEAM FOR KUDAT AND SANDAKAN. Taking Charge at Through Ports to PAWAO, LAHAD DATU, LABUAN, JOLO, ZAMBOANGA AND MENADO.

THE Departure of the Steamship

"BORNEO."

Captain F. Sembill, ready-to-load on THURSDAY, the 14th instant, will leave on FRIDAY, the 15th instant, at Noon.

For Freight, apply to NORDDEUTSCHE LLOYD, MELCHERS & CO., Agents, Hongkong, 12th June, 1906.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING."

Captain J. G. Spence, will be despatched for the above Ports on SATURDAY, the 16th inst., at Noon.

For Freight, apply to DAVID SASSOON & CO., LTD., Agents, Hongkong, 11th June, 1906.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"LIGHTNING."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 2 P.M. of the 13th June, will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Goods of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countermarked by the undersigned.

DAVID SASSOON & CO., LTD., Agents, Hongkong, 11th June, 1906.

THE HONGKONG WEEKLY PRESS and CHINA OVERLAND TRADE REPORT

is now ready and contains:

Epitome of the Week's News.

Leading Articles.—San Francisco and the Iron Market. "Wireless" Government. Naval Theory of Tides.

Kiaochow Customs. The Proposed Anglo-Russian Agreement. South China Trade Indications.

Exchequer Problems at Hongkong. Hongkong Legislative Council.

Import-Export Contests.

The Murder in Gao.

Supreme Court.

The Navy League.

Building Colloping in Hongkong.

Hongkong Polo Club.

Shanghai Automobilia.

Canton.

Macao.

Trade of Singapore.

Coca's Trade in 1905.

The China Mutual Life Insurance Co., Ltd.

The N.D.I. s.s. "Roon."

The Salt Industry in China.

The New American Judicature for China.

Commercial Shipping.

Extra copies 30 cents each. Cash.

Copies can be posted from the Office to warehouses sent, including postage 34 cents each, or \$1 Cash for three copies.

Subscription: \$12 per Annum, payable in advance; postage \$2.

Hongkong, 12th June, 1906.

THE CHINA FIRE INSURANCE CO., LIMITED.

NOTICE.

I have This Day RESUMED Charge of the Business of the Company.

G. L. TOMLIN,

Secretary, Hongkong, 6th June, 1906.

REMOVAL.

K WONG TAI LOY, Dealer in Rattan Furniture, Bamboo Blinds, Matting, &c., has REMOVED from 13, Queen's Road to 39, DES VŒUX ROAD, same Building as Messrs. BRUNTON & HETHERINGTON.

Hongkong, 31st May, 1906.

NOTIFICATION.

NOTICE IS HEREBY GIVEN that, under instructions from H. B. M. MINISTER IN Peking, the BRITISH VICE-CONSULATE AT MACAO was CLOSED on the 31st May, until further notice.

R. W. MANSFIELD,

H.B.M. CONSUL-GENERAL, Canton.

Macao, 4th June, 1906.

HONGKONG CLUB.

NOTICE.

AN EXTRAORDINARY GENERAL MEETING of the Members of the Club will be held in the Club House, on THURSDAY, the 14th June, 1906, at 5 p.m., for the purpose set forth in the Notice posted in the Hall of the Club House.

By Order, C. H. GRACE, Secretary, Hongkong, 6th June, 1906.

1215

AUCTION.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, for ACCOUNT of the CONCERNED,

On THURSDAY, the 28th June, 1906, at 11 A.M., at the Hongkong and Kowloon Wharf and Godown Company's premises, Kowloon.

COMPLETE CEMENT FACTORY, originally intended to be put up as the Kwantung Cement Factory, but landed in Hongkong on account of the Russo-Japanese War, will be sold, by order of the proprietor, Mr. Hereditary Honorary Chinese Anatoly Charlamievitch Totjukow, of Saigacewo.

The Plant of this Cement Factory, which has been fitted out with the latest technical apparatus for manufacturing Cement, by the dry system, can date among others of:

LOCOMOTIVES (Wolf, Magdeburg). MILLING MACHINES (Smidt, Copenhagen). COOLING INSTALLATIONS (Atlas Fabr.) ELECTRICAL (Alig, Elec. Comp.). TRUCKS, &c. (Orenstein & Koppel). &c. &c. &c.

All in all the whole plant is very nearly the same as the Factory Klykksdorph, near Malmo, in Sweden.

Specifications of the Machines and Accessories as well as any further information may be obtained from—

SIEMSEN & CO., HAMBURG & HONGKONG, and LAWYER BUNOFF,

in St. Petersburg, Warsaw, 4 Linie, Haus No. 5, as well as from the Auctioneers, Messrs.

HUGHES & HOUGH, Hongkong, 26th May, 1906.

BOARD AND RESIDENCE

FIRST-CLASS BOARD & RESIDENCE AT BRAESIDE.

A LARGE AND COMMODIOUS RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large airy and Well Furnished Bedrooms, every home comfort. Fine View of the Harbour. Terms moderate.

Apply to—Mr. F. W. WATTS, "Brasida," 20, Macdonell Road (late of Tang Yuen), Hongkong, 27th June, 1906.

BOARD AND RESIDENCE.

MRS. GILLIANDERS

"GLENWOOD," 27, CAINE ROAD, Hongkong, 20th September, 1905.

INTIMATIONS.

STAMPS.

WANTED for CASH or EXCHANGE, KING'S HEAD STAMPS of Straits Hongkong and Ceylon. Buying rates on application. GEO. E. ANTHONISZ, "Sea Spray," Colombo, Ceylon.

Colombo, 14th April, 1906.

TYPEWRITER'S

CLEANED, REPAIRED, OVERHAULED

TYPEWRITING WORK UNDER-TAKEN. F. A. V. RIBEIRO (late of the Hongkong Typewriting Bureau) 31, Queen's Road Central (Second Floor), Hongkong, 25th October, 1905.

CART RIDGES.

IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH, F. LEY'S, SCHULZET'S, AMBERITE and KYNOCK'S SPORTING CARTRIDGES 8, 10, 12, 16, and 20 BORE and NEWCASTLE CHILLED SHOT in all sizes, Nos. 10 to SSSG. AIR GUNS and AMMUNITION in Variety.

WM. SCHMIDT & CO., Hongkong, 29th November, 1902.

FOR EUROPE & AMERICA, INDIA, AUSTRALIA, &c., and for PRIVATE RESIDENTS AT THE OUTPORTS. A Comprehensive and Complete Record of the NEWS OF THE FAR EAST is given to the HONGKONG WEEKLY PRESS,

with which is incorporated THE CHINA OVERLAND TRADE REPORT.

Subscription, paid in advance, \$12 per annum, Postage to any part of the World \$2.

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G. L. TOMLIN,

Secretary, Hongkong, 6th June, 1906.

1212

TO LET

OFFICE TO LET

IN ALEXANDRA BUILDINGS.

Apply to—A. S. WATSON & CO., LTD., Alexandra Buildings, Hongkong, 23rd April, 1906.

TO LET.

N. 2, MACDONELL ROAD. GODOWN (Small) No. 32A, Praya East. Apply to—

COMPRADEORE'S DEPARTMENT, Nippon Yutan Kaisha, Hongkong, 3rd June, 1905.

TO LET.

N. 3, CONDUIT ROAD. Electric Light fitting, installed. Possession from 1st September, 1906.

Apply to—H. M. H. NEMAZEE, Hongkong, 9th June, 1906.

TO LET.

5, ORMSBY TERRACE, GRANVILLE ROAD. Four Rooms, Kitchens, &c. Well and Completely Furnished. Possession on Wednesday, 13th instant.

PERCY SMITH & SETH, 5, Queen's Road Central, Hongkong, 9th June, 1906.

TO LET.

H. N. MODY, Victoria Buildings, Hongkong, 10th May, 1906.

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1, CONDUIT ROAD. Electric Light fitting, installed. Possession from 1st September, 1906.

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1, CONDUIT ROAD. Electric Light fitting, installed. Possession from 1st September, 1906.

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TO LET.

NOTICES TO CONSIGNEES

NAVIGAZIONE GENERALE ITALIANA
Florio and Roberto United Companies.

NOTICE TO CONSIGNEES
FROM BOMBAY AND SINGAPORE.

THE Steamship

"CAPRI"
having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All damaged packages must be left in the Godowns, and a certificate obtained from the Godown Company within seven days after the vessel's arrival here, after which no claims will be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 12th instant will be subject to rent.

CARLOWITZ & CO., Agents.

Hongkong, 5th June, 1906. (4)

OCEAN STEAMSHIP COMPANY, LIMITED.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"STENTOR"
are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 7th inst.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M. on the 13th inst.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 13th inst. will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 17th inst., or they will not be recognized.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 7th June, 1906. (19-10)

NOTICE TO CONSIGNEES.

FIRE P. & O. S. N. CO.'s Steamer

"JAPAN,"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUZU & SITRAILAS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:-

From London.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 16th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godown for examination by the Consignee and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

E. A. REWETT,

Superintendent.

Hongkong, 10th June, 1906. (1)

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GOLD MEDAL,

St. Louis, 1904.

DOSE: A Wineglassful in the morning before Breakfast. 827 2

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SCIENTIFIC MISCELLANY.

DEVELOPING SCIENTIFIC INDUSTRY—
LIGHTNING MEASUREMENT—ELECTRIC
CHAIR FOR SEASICKNESS—HEAT STORAGE
—ENERGY OF DISSOCIATION—A REMARK-
ABLE NEW GAS—NOVEL PIPE PROTECTION
—A METEOR'S FLIGHT.

Artificial silk—which of the daily production is now seven tons, or five per cent. of the total consumption of silk—is practically pure cellulose to which the superficial layer of natural silk has been given. I. Diderot, a French authority, finds four principal varieties:—(1) those from nitro-cellulose or gun-cotton, (2) hydrate of copper silk, from cellulose dissolved in Schweitzer's liquid or copper ammonia, (3) chloride of zinc silk, from cellulose dissolved in zinc chloride; and (4) viscose silk, from cellulose dissolved in sulphuric acid.

A four-inch black disc, marked with a white cross and rotated 50 to 60 times a second has been used by a German physicist at night for studying lightning flashes. Some flashes caused the cross to appear once, others brought it out several times, and repeated observations confirmed the view that the discharge is very variable. The duration of some seemed to be about $\frac{1}{10}$ of a second, while in one instance eight partial discharges followed each other at regular intervals of about $\frac{1}{100}$ of a second. Others were shorter, and some were evidently not more than $\frac{1}{1000}$ of a second. Faraday thought flashes were at least one second long.

The latest chair for the victim of sea-sickness has a movable seat vibrated by an electric motor, the sensation produced being much like that experienced by the motorist. Surprising relief to the sufferers is said to be given.

The novel recuperative boiler lately awarded a prize by the Paris Academy of Sciences is able to supply steam for several hours after the fire has been extinguished. It is the idea of M. Maurice, engineer in chief of the French Marine, and it depends upon the heat storage of a mixture of salts having a great specific heat, this mixture being placed around the tubular system of the boiler and having its temperature raised to about 450 deg. C. during the firing. This method of storage offers great economy in both weight and space over the old plan of using reservoirs of superheated water. After the accumulation is used a new reservoir quickly follows the starting of the fire, and the advantages are believed to be specially important for the marine and for electric stations.

The new alchemy assumes that elements of great atomic weight break up into substances of lighter atoms, but thus far the only transmutations observed have been the changes of radium and actinium into helium. What becomes of the remaining 93 per cent. of the emanation is not yet proven, although there are reasons for believing that lead is a part of the product. In the atomic disintegration the Common Law and the Law of Equilibrium and Admiralty shall be extended in like manner over citizens of the United States and others to the extent that the terms of the treaties, respectively, justify or require.

Sect. V.—That the procedure of the said District Court shall be in accordance, so far as practicable, with the existing procedure prescribed for Consular Courts in China, in accordance with sect. 48 of the Revised Statutes of the United States: Provided, however, that the judge of the said District Court of the United States in China shall have authority from time to time to modify and supplement said rules of procedure.

Sect. VI.—That the judge of the said District Court of the United States in China, the district attorney, the marshal, and the clerk thereof shall be appointed by the President, and shall receive as salary, respectively, the sums of \$8,000 per annum, \$6,000 per annum, \$4,000 per annum, and \$3,000 per annum. The judge of the said Court shall, when the session of the Court are held at other cities than Shanghai, receive in addition to their salaries their necessary transportation expenses and ten dollars and five dollars per day, respectively, during their absence from Shanghai.

Sect. VII.—That the faithful performance of their duties by said officers shall be rewarded by the judge of said court shall be fifteen years, unless sooner removed by the President for cause; the tenure of office of the other officials of the Court shall be at the pleasure of the President.

Sect. VIII.—That the marshal and clerk of said Court shall be required to furnish bond for faithful performance of their duties, in sum not exceeding \$1,000, to be fixed by the judge of the said court, and approved by the judge of the Court. They shall each nominate a deputy at Canton and Tientsin, who shall also be required to furnish bonds to the approval of the judge, and whose app'tments shall be made by him. Such deputies shall receive compensation at the rate of five dollars each day the sessions of the Court are held at their respective cities.

Sect. IX.—That the trial of cases of the Consular Courts in China shall be conducted in accordance with the laws of the state or territory in which the trial is held, and the Consular Courts in China shall be subject to amendment from time to time by the order of the President, and all fees so taxed and received shall be paid into the Treasury of the United States.

Sect. X.—That all Acts and parts of Acts inconsistent herewith are hereby repealed.

How to be BEAUTIFUL. Keep your complexion, Mrs. Ellen's Crème Charnier, Lait Charpentier and Special Skin Tonic and Pouder Charpentier will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents.

731

MARTIN'S
APIOL & STEEL

SHIPPING.

ARRIVALS.

CHINA, British sloop, 1,070, Honry D. Whin, 10th June—Tinghsa 7th June.
KEMUN, British str., 5,27, R. Conrad, 10th June—Tucum (U.S.A.) 16th May, Flour Lumber and Salmon—Butterfield & Swire.
KICKING, British str., 1,224, W. O. Jones, 10th June—Shanghai and Swatow 9th June, General—Butterfield & Swire.
KUMANO MARU, Japanese str., 3,147, H. Fraser, 11th June—Melbourne 16th May, General—Nippon Yusen Kisha.
KWANG-KEE, Chinese str., 1,468, R. Lincoln, 11th June—Shanghai 8th June, General—Chinco.
KWING-SANG, British str., 1,428, W. P. Baker, June—Shanghai 6th June and Swatow 10th, General—Jardine, Matheson & Co.
MERCURY, British transport, 3,500, J. S. McGregor, 11th June—Tinghsa 8th June.
SABINE RICKMERS, British str., 690, J. R. Nasel, 11th June—Nowchwang 3rd June, General—Chinese.
SALAZAR, French str., 2,088, Aillard 11th June—Yokohama and Shanghai 8th June, Mail and General—Messageries Maritimes.
STAERACH, German str., 300, Lombard, 10th June—Hokkaido 9th June, General—Johsen & Co.
TAIDIAN, British str., 1,121, J. T. Loing, 11th June—Shanghai via ports 3rd June, General—Oude Shouen Kisho.
TOURANE, French str., 3,014, Girard 11th June—Marseille and Saigon 9th June, Mail and General—Messageries Maritimes.
TRITON, German str., 769, A. Hansen, 11th June—Hokkaido via Hidaka 8th June, General—Johsen & Co.
ZAFIRO, British str., 1,618, R. Rodger, 11th June—March 9th June, General—Shaw, Thomas & Co.

CLEARANCES
AT THE HARBOUR MASTER'S OFFICE

June 11th.

Aegir, German str., for Hokkaido.
Schock, British str., for Shanghai.

DEPARTURES

June 11th.

BRANDY, Norwegian str., for Soumabaya
JAPAN, British str., for Shanghai.
LAIERTE, British str., for Saigon.
YOKOHAMA, British str., for Shanghai.

SHIPPING REPORTS.

The British str. *Mercer* reports: Bad fine weather with fresh S.W. monsoon all the way.
The British str. *Tristan* reports: Moderate S.W. monsoon wind and sea from Fuchow to port.
The British str. *Zafiro* reports: Light to moderate westerly wind, smooth water, fine clear weather all the way over.
The British str. *Kircung* reports: Shanghai to Swatow strong southerly winds and fog, to port moderate S.W. monsoon.

VESSELS IN DOCK

June 11th.

ABERDEEN DOCKS—
KOWLOON DOCKS—*Isangwa, Alla, H.M.S. Puma, Hailor, Ophelia, Giroude, Hockling, Con, Captain Pick*—

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES

FOR SHANGHAI, KOBE AND YOKOHAMA

THE Company's Steamship
TOURANE, will be despatched for the above Ports TO-DAY, 12th inst., at 11 A.M.
For Freight or Passage, apply to
G. DE CHAMPEAUX, Agent.

Hongkong, 11th June, 1906. 12
FOR SHANGHAI AND CHINKIANG, Taking Cargo at through rates to Tsintau and Cheulipo.

THE Steamship
KOWLOON, Captain C. Stehr, will be despatched for the above Ports TO-DAY, 12th inst., at 4 P.M.
For Freight, apply to
SIEMSEN & Co., Agents.

Hongkong, 8th June, 1906. 12
DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship
HAICHING, Captain A. E. Hodges, will be despatched for the above Ports TO-MORROW, the 13th inst., at 2 P.M.
For Freight or Passage, apply to
DOUGLAS LAPRAK & Co., General Managers.

Hongkong, 9th June, 1906. 12
COMPAGNIE DES CHARGEURS REUNIS.

FOR CALLAO (PERU).

THE Company's Steamship
AMIRAL EXELMANS, 5,500 Tons, Captain F. Gens, will be despatched as above TO-MORROW, the 13th inst., at 4 P.M.

Also taking Passengers and Freight to Ports of Chile and South of Central America, if sufficient inducement offers.

For further particulars as to Passage and Freight apply to
G. DE CHAMPEAUX, Agent.

(Messageries Maritimes Co.)
Hongkong, 8th June, 1906. 12
FOR SINGAPORE & CALCUTTA.

THE Steamship
LOMBARD, will be despatched for the above Ports on TUESDAY, the 14th inst., at NOON.
For Freight and further particulars apply to
SHEWAN, TOME & Co., Agents.

Hongkong, 11th June, 1906. 12
THE ORIENTAL PACIFIC LINE.

FOR SAN FRANCISCO VIA PORTS.

THE Steamship
APPALACHEE, will be despatched for the above Ports on WEDNESDAY, the 20th of June.

For Freight and further particulars, apply to
SHEWAN, TOME & Co., Agents.

Hongkong, 31st May, 1906. 12

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k" nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's	2. From Harbour Master's to Blake Pier.	3. From Blake Pier to Naval Yard.	4. From Naval Yard to East Point.
DESTINATION	VESSEL'S NAME	FLAG & BIG	DEEPTH
LONDON, &c. VIA USUAL PORTS OF CALL	DONGOLA	Brit. str.	—
LONDON & ANTWERP VIA SINGAPORE, &c.	PALAWAN	Brit. str.	—
LONDON & ANTWERP	BENLONOND	Brit. str.	—
LONDON, AMSTERDAM & ANTWERP	DECALON	Brit. str.	—
LONDON, AMSTERDAM & ANTWERP	AJAX	Brit. str.	—
LONDON, AMSTERDAM & ANTWERP	PROMETHEUS	Brit. str.	—
LONDON, AMSTERDAM & ANTWERP	PINGUIN	Brit. str.	—
MARSEILLES, &c. VIA PORTS OF CALL	SALAZAR	Frenstr.	—
BREMEN, VIA PORTS OF CALL	PREUSSEN	Ger. str.	—
HAMBURG & HAMBURG VIA STRAITS, &c.	ANDALUSIA	Ger. str.	—
HAMBURG & HAMBURG VIA STRAITS, &c.	ACILIA	Ger. str.	—
HAMBURG & HAMBURG VIA STRAITS, &c.	REHENANIA	Ger. str.	—
HAMBURG & HAMBURG VIA STRAITS, &c.	SCHWARZBURG	Ger. str.	—
HAMBURG & HAMBURG VIA STRAITS, &c.	ALESSIA	Ger. str.	—
HAMBURG & HAMBURG VIA STRAITS, &c.	SPEZIA	Ger. str.	—
COPENHAGEN & BALTIK PORTS	CAMBODIA	Dan. str.	—
TRISTE, &c. VIA SINGAPORE, &c.	NIPON	Aus. str.	—
GENOA, MARSEILLES & LIVERPOOL	HYUN	Brit. str.	—
GENOA, MARSEILLES & LIVERPOOL	PATROCLES	Brit. str.	—
NEW YORK VIA PORTS & SUEZ CANAL	SIERH.	Brit. str.	—
NEW YORK VIA PORTS & SUEZ CANAL	INDRASAMA	Am. str.	—
NEW YORK VIA PORTS & SUEZ CANAL	ANGLO SAXON	Am. str.	—
NEW YORK VIA PORTS & SUEZ CANAL	EMPEROR OF INDIA	Am. str.	—
NEW YORK VIA PORTS & SUEZ CANAL	ATHENIAN	Brit. str.	—
NEW YORK VIA PORTS & SUEZ CANAL	ONAFIA	Am. str.	—
NEW YORK VIA PORTS & SUEZ CANAL	LYRA	Am. str.	—
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NEW YORK VIA PORTS & SUEZ CANAL	PRINZ WALDENMAR	Brit. str.	—
NEW YORK VIA PORTS & SUEZ CANAL	CHANGSHA	Brit. str.	—
NEW YORK VIA PORTS & SUEZ CANAL	AUSTRALIAN	Brit. str.	—
NEW YORK VIA PORTS & SUEZ CANAL	SARDINIA	Dan. str.	—
NEW YORK VIA PORTS & SUEZ CANAL	TIJUANA	Dan. str.	—
NEW YORK VIA PORTS & SUEZ CANAL	CHOYSONG	Brit. str.	—
NEW YORK VIA PORTS & SUEZ CANAL	TOUFANE	Brit. str.	—
NEW YORK VIA PORTS & SUEZ CANAL	TAIHSAN	Ger. str.	—
NEW YORK VIA PORTS & SUEZ CANAL	KOWLOON	Brit. str.	—
NEW YORK VIA PORTS & SUEZ CANAL	WOSANG	Brit. str.	—
NEW YORK VIA PORTS & SUEZ CANAL	KUCHANG	Brit. str.	—
NEW YORK VIA PORTS & SUEZ CANAL	DELTA	Brit. str.	—
NEW YORK VIA PORTS & SUEZ CANAL	MARSWELL	Brit. str.	—
NEW YORK VIA PORTS & SUEZ CANAL	SHOHNG MARU	Jap. str.	—
NEW YORK VIA PORTS & SUEZ CANAL	GENISHA	Brit. str.	—
NEW YORK VIA PORTS & SUEZ CANAL	JOSHIN MARU	Jap. str.	—
NEW YORK VIA PORTS & SUEZ CANAL	DAIGI MARU	Jap. str.	—
NEW YORK VIA PORTS & SUEZ CANAL	MARSGURD MARU	Jap. str.	—
NEW YORK VIA PORTS & SUEZ CANAL	ZADIA	Brit. str.	—
NEW YORK VIA PORTS & SUEZ CANAL	SONGTHANG	Brit. str.	—
NEW YORK VIA PORTS & SUEZ CANAL	HAICHING	Brit. str.	—
NEW YORK VIA PORTS & SUEZ CANAL	TAMING	Brit. str.	—
NEW YORK VIA PORTS & SUEZ CANAL	LOONGSHANG	Brit. str.	—
NEW YORK VIA PORTS & SUEZ CANAL	ZAFIRO	Brit. str.	—
NEW YORK VIA PORTS & SUEZ CANAL	RUBI	Brit. str.	—
NEW YORK VIA PORTS & SUEZ CANAL	BORNEO	Brit. str.	—
NEW YORK VIA PORTS & SUEZ CANAL	KUTSANG	Brit. str.	—
NEW YORK VIA PORTS & SUEZ CANAL	LOMBARD	Brit. str.	—
NEW YORK VIA PORTS & SUEZ CANAL	GARWAE	Brit. str.	—
NEW YORK VIA PORTS & SUEZ CANAL	LIGHTNING	Brit. str.	—
		J. G. Spence	—

CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
G. Phillips	P. & O. S. N. Co.	On 16th inst., at Noon.
A. F. Street	P. & O. S. N. Co.	About 20th inst.
Henderson	GIBR. LIVINGSTON & CO.	About 22nd inst.
	BUTTERFIELD & SWIRE	On 19th inst.
	BUTTERFIELD & SWIRE	On 3rd July.
	BUTTERFIELD & SWIRE	On 17th July.
	BUTTERFIELD & SWIRE	On 31st July.
Aillard	MELCHERS & CO.	To-day, at 1 P.M.
R. Moyer	MELCHERS & CO.	On 20th inst., at Noon.
Schmidt	HAMBURG-AMERIKA LINIE	On 20th inst.
Schnecke	HAMBURG-AMERIKA LINIE	On 23rd inst.
von Hoff	HAMBURG-AMERIKA LINIE	On 24th inst.
Luning	HAMBURG-AMERIKA LINIE	On 29th Aug.
Muller	HAMBURG-AMERIKA LINIE	Quick despatch.
	MELCHERS & CO.	On 3rd July.
	SANDER, WIELER & CO.	On 20th inst.
	BUTTERFIELD & SWIRE	On 20th inst.
	BUTTERFIELD & SWIRE	On 24th July.
Wilkes	DODWELL & CO. LTD.	On 24th inst.
	JARDINE, MATHESON & CO.	On 20th July.
	SHEWAN, TOME & CO.	On 27th inst.
	CANADIAN PACIFIC R. CO.	On 27th inst.
	CANADIAN PACIFIC R. CO.	On 28th inst.
	BUTTERFIELD & SWIRE	On 16th inst.
	PORTLAND ASIATIC S.S. CO.	On 29th inst.
	MESSAGERIES MARITIMES	On 29th inst.
	MELCHERS & CO.	On 30th inst.
	BUTTERFIELD & SWIRE	On 23rd inst.
	JARDINE, MATHESON & CO.	On 17th inst.
	OSAKA SHOSEN KAISHA	On 18th inst.
	SIEMSEN & CO.	On 13th inst.
	JARDINE, MATHESON & CO.	On 14th inst.
	BUTTERFIELD & SWIRE	On 15th inst.
	JARDINE, MATHESON & CO.	On 16th inst.
	OSAKA SHOSEN KAISHA	On 19th inst.
	MELCHERS & CO.	On 20th inst.
	BUTTERFIELD & SWIRE	On 21st inst.
	JARDINE, MATHESON & CO.	On 22nd inst.
	OSAKA SHOSEN KAISHA	On 23rd inst.
	MELCHERS & CO.	On 24th inst.
	BUTTERFIELD & SWIRE	On 25th inst.
	JARDINE, MATHESON & CO.	On 26th inst.
	SHEWAN, TOME & CO.	On 27th inst.
	SANDER, WIELER & CO.	On 28th inst.
	D. W. CRADDOCK, Acting General Agent, Corner Pedder Street and Praya, opposite Blake Pier.	On 28th inst.

OCEAN STEAMSHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.
TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"PATROCLUS"	On 14th June.
GLASGOW and LIVERPOOL	"PINGSUEY"	On 21st June.
GLASGOW and LIVERPOOL	"ORESTES"	On 28th June.
GLASGOW and LIVERPOOL	"OANFA"	On 5th July.
GLASGOW and LIVERPOOL	"ASTYANAX"	On 5th July.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM and ANTWERP	"DEUCALION"	On 19th June.
GENOA, MARSEILLES and LIVERPOOL	"HYSON"	On 20th June.
LONDON, AMSTERDAM and ANTWERP	"AJAX"	On 3rd July.
LONDON, AMSTERDAM and ANTWERP	"PROMETHEUS"	On 17th July.
GENOA, MARSEILLES and LIVERPOOL	"PATROCLUS"	On 29th July.
LONDON, AMSTERDAM and ANTWERP	"PINGSUEY"	On 31st July.

Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

Operating in conjunction with

THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, & THE PACIFIC COAST PORTS VIA NAGASAKI, KOBE and YOKO-	"OANFA"	On 7th July.
HAMA		

WESTWARD.

FROM	STEAMERS	DUE
TACOMA, SEATTLE, VICTORIA and THE PACIFIC COAST	"TEUCER"	On 13th July.

For Freight, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

[910]

Hongkong, 24th May, 1906.

CHINA NAVIGATION CO.
LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"TAMING"	On 12th June.
SHANGHAI	"KUOKIANG"	On 16th June.
AMOY, MANILA, CEBU & ILOILO	"SUNGKANG"	On 14th June.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	On 27th June.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

[11]

Hongkong, 5th June, 1906.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING	
TAMSUI via SWATOW	"JOSHIN MARU"	SUNDAY, 17th June, at 10 A.M.	
AND AMOI	T. OHTA		
TAMSUI via SWATOW	"DAIGI MARU"	SUNDAY, 24th June, at 10 A.M.	
AND AMOI	S. TAGAMI		
ANPING via SWATOW	"MAIDZURU MARU"	THURSDAY, 14th June, at 10 A.M.	
AND AMOI	MERLIN		
SHANGHAI via SWATOW, AMOI and FOOCHOW	"SHOSHU MARU"	TUESDAY, 19th June, A.M.	
THE CHARTERED S.S.	"TAISHAN"	WEDNESDAY, 13th June, at 10 A.M.	
T. LAING			

These Steamers have excellent accommodation for First-class Passengers, and are fitted throughout with electric light. Unrivalled Table.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Building.

Hongkong, 9th June, 1906.

T. ARIMA, Manager. [14]

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
LYRA	4,417	G. V. Williams	On 3rd July.
SHAWMUT	9,606	E. V. Roberts	On 27th July.
TREMONT	9,606	T. W. Gurick	On 22nd August.

Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures safety at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—

DODWELL & CO., LIMITED,
GENERAL AGENTS.

QUEEN'S BUILDINGS.

Hongkong, 25th April, 1906.

[7]

IMPERIAL GERMAN MAIL LINES.
NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.

SAILING DATES.

1906

PREUSSEN

ZILZEN

ROON

SEYDLITZ

BAUERN

PRINZ REGENT LUITPOLD

PRINZ EITEL FRIEDRICH

SACHSEN

PRINZ HEINRICH

ROON

PRINZ LUDWIG

ON WEDNESDAY, the 20th day of JUNE, 1906, at NOON, the Steamer "PREUSSEN"

Captains R. Meyer, with MALES, PASSENGERS, SPECIE and CARGO, will leave

this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted. At Noon, on MONDAY, the 18th June, Cargo and

Spots will be received on Board until 5 P.M. on TUESDAY, the 19th June, and Parcels

will be received at the Agency's Office until Noon, on TUESDAY, the 19th June.

Contents of Packages are required.

No Parcel Receipts will be issued for less than \$2.50,

and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardess.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

TO NAPLES, GENOA and GIBRALTAR

1st Class 261 0 0 249 0 0 222 0 0

return 191 0 0 63 0 0 33 0 0

TO SOUTHAMPTON, LONDON, BREMEN

AND HAMBURG

return 65 0 0 44 0 0 24 0 0

67 0 0 66 0 0 36 0 0

TO NEW YORK VIA SUEZ

VIA NAPLES, GENOA or GIBRALTAR

64 0 0 44 0 0 26 0 0

return 115 0 0 79 0 0 47 0 0

VIA BREMEN or SOUTHAMPTON

68 0 0 46 0 0 27 0 0

return 123 0 0 83 0 0 49 0 0

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and

travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES,

GENOA or GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's

expense.

TO SUEZ:

Passengers have the option of using a Steamer of the British India S. N. Co. from

SINGAPORE to CALCUTTA instead of an Imperial Mail Steamer from Singapore to Colombo.

The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

INTERRUPTION OF THE VOYAGE IN EGYPT:

Passengers to European and New-York are entitled to travel by the N. D. L. Mediterranean

Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer

POST OFFICE NOTICES.

The *Delta*, with the English mail of the 18th May, left Singapore, on Saturday, the 9th inst., at noon, and may be expected here on or about Wednesday, the 13th inst., at 6 p.m. This packet brings replies to letters despatched from Hongkong, the 17th April, and the parcel mails closed in London for despatch by the all sea route on the 9th of May, and for despatch overland on the 16th of May.

MAIL WILL CLOSE

AMOY, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU AND SAN FRANCISCO.—(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents).

AMOY and Shanghai. Shantung. Hui-chow. A. R. Kowloon. Manchuria. Europe, A.C. INDIA VIA TUTICORIN. (Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents). (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail).

AMOY, Manilla, Cobh and Colombo. Singapore, Penang and Calcutta. Manila. Swatow and Shanghai. Shanghai. Haiphong, Amoy, Foochow and Shanghai. Singapore, Penang and Colombo. Nagasaki, Kobe and Yokohama. Swatow, Amoy and Foochow. Macao. Calcutta, Rangoon and Madras. Amoy, Straits and Rangoon. Bangkok. Singapore and Calcutta. Macao. Amoy, Manilla, Cobh and Colombo. Bangkok. Manchuria. Amoy, Manilla, Cobh and Colombo. Manila. Singapore, Penang and Calcutta. (Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents). (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents). (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail).

The Paved Mail closes on Friday, the 15th inst., at 12th p.m.

Macao. Shanghai, Moji, Kobe and Yokohama. Macao.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU AND SAN FRANCISCO.—(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents).

COMMERCIAL.

CLOSING QUOTATIONS.

June 11th.

ON LONDON.—Telegraphic Transfer 21.17 Bank Bills, on demand 21.11 Bank Bills, at 30 days' sight 21.11 Bank Bills, at 4 months' sight 21.11 Documentary Bills, 4 months' sight 21.11 ON PARIS.—Bank Bills, on demand 264.11 Credit, at 4 months' sight 268.11 ON GERMANY.—On demand 215.11 ON NEW YORK.—Bank Bills, on demand 51.11 Credit, 60 days' sight 52.11 ON BOMBAY.—Telegraphic Transfer 157.11 Bank, on demand 157.11 ON CALCUTTA.—Telegraphic Transfer 157.11 Bank, on demand 157.11 ON SHANGHAI.—Bank, at sight 71.11 Private, 30 days' sight 72.11 ON TOKYO.—On demand 102.11 ON MANILA.—On demand 102.11 ON SINGAPORE.—On demand 114.11 p.m. ON BATAVIA.—On demand 125.11 ON HA PHONG.—On demand 21.11 ON SAIGON.—On demand 6.11 ON BANGKOK.—Bank, on buying rate 9.45 6.11 LEAF, 100 lire, per doz 50.10 BAR SILVER, per oz 50.11

VESSELS EXPECTED.

THE CANADIAN MAIL.—The C.P.R. str. *Empress of India* arrived at Shanghai at 1 p.m. on Saturday, the 9th inst., and left again at 8 p.m. same day for Hongkong, and is due here at 10 a.m. on Tuesday, the 12th inst.

THE ENGLISH MAIL.—The P. & O. str. *Delta* left Singapore at this port on the 9th inst., at noon, and is due here on the 13th inst., about 6 p.m.

THE AMERICAN MAIL.—The O. & O. str. *Doric* left Yokohama on the 5th inst., and is due here on the 10th inst.

The P.M. str. *Menelaus* left Yokohama on the 10th inst., and is due here on the 21st inst.

THE GERMAN MAIL.—The I.G.M. str. *Seydlitz* left Colombo on Saturday, the 9th inst., p.m., and may be expected here on or about Wednesday, the 20th inst., a.m.

THE BARBER LINE.—The Barber Line str. *Lohian*, from New York, left Singapore on the 6th inst., for this port.

The C.P.R. str. *Athenian* arrived at Shanghai at 12.30 p.m. on Friday, the 8th inst., and left again at 8.15 a.m. same day for Hongkong, and is due here at noon on Tuesday, the 12th inst.

The *Mogul* Line str. *Modulus* sailed from Singapore on the 6th inst., and may be expected here on or about the 12th inst.

The N.Y.K. str. *Imayoshi Maru*, from this port on the 7th inst., and is due here on or about the 12th inst.

JOINT STOCK SHARES.

Hongkong, June 11th.

COMPANY. PAID UP. QUOTATIONS.

Athambra \$200 \$100.

Banks— \$125 \$100, buyers

Hongkong & Shui. \$125 London, 231.10

National B. of China. \$25 \$36.

Bell's Asbestos E. A., 12s. 6d. \$76 buyers

China-Borneo Co. \$12 \$103, buyers

China Light & P. Co. \$10 \$104.

China Provident \$10 \$104.

Cotton Mills— \$16 \$16.

Docks and Harbours— \$15 \$15, sellers

H. & K. Wharf & Co. \$150 \$160, sellers

H. & W. Duck. \$150 \$160, sellers

New Anony Doce. \$150 \$18, sailor & co.

Shanghai Dock and Eng. Co. Ltd. \$16, 100

Shui & H. Wharf. \$16, 100

Tsui. 50 \$15, 100

Tsui. 75 \$15, 100

Lan Kung Mew. \$16, 100

Soyshore. \$16, 100

Tsui. 500 \$15, 100

Dairy Farm. \$16 \$16.

Docks and Harbours— \$16 \$16, sellers

H. & K. Wharf & Co. \$150 \$160, sellers

H. & W. Duck. \$150 \$160, sellers

New Anony Doce. \$150 \$18, sailor & co.

Shanghai Dock and Eng. Co. Ltd. \$16, 100

Shui & H. Wharf. \$16, 100

Tsui. 50 \$15, 100

Tsui. 75 \$15, 100

Lan Kung Mew. \$16, 100

Soyshore. \$16, 100

Tsui. 500 \$15, 100

The Directors and Descriptions are of

CHINA. Peking. Wuhan. Canton. Tientsin. Kowkiang. Whampoa. Peitaiho. Hankow. Kowloon. Lappa. Shantung. Tsingtao. Ichiang. Kungtung. Tairen. Ichang. Wuchow. Kwangtung. Port Arthur. Chungking. Ningpo. Pakhoi. Weihaiwei. Weichow. Hoihow. Shanghai. Sants. Lungchow. Foochow. Mongtze. Amoy. Hukow. Stommo. Nanking. Swatow. Stommo.

JAPAN AND FORMOSA. Tokyo. Osaka. Keelung. Tainan. Moji. Nagasaki. Takow. Kobe. Hakodate. Anping. Shimoneseki. Tamsui.

EASTERN SIBERIA. Vladivostock. Niojewsk.

COKE. Seoul. Wonson. Mokpo. Chonulpo. Fusan. Chinampao. Kuson. Pingyang. Sungsing. Masanpo.

HONGKONG AND ITS DEPENDENCIES. MACAO.

Hanoi. Anam. Tuarane. Haiphong. Hue. Saigon. Quiqian. Carabodge.

PHILIPPINES. Ililo. Cebu. Borneo. Labuan. British N. Borneo.

SARAWAK. BANGKOK.

STRaits SETTLEMENTS. Singapore. Pong. Malacca. Po. Wellesley.

MALAY STATES. Johore. Sungai. Ujong. Salangor. Jelutong. Perak.

NETHERLANDS INDIA. Samarang. Padang. Sourabaya. Macassar.

East Coast of Sumatra. NAVAL SQUADRONS.

British. German. Russian.

French. Japanese. United States.

OFFICERS OF COAST AND RIVER STEAMERS.

The Book is printed from New Type specially

reserved for the purpose, and uniformity in every

arrangement greatly facilitates reference.

The ALPHABETICAL LIST OF RESIDENTS

contains the names of over

20,000 FOREIGNERS.

carefully arranged, with the initials as well as

the Surnames in strictly Alphabetical Order,

so that the name can be found instantly.

The PROTESTANT MISSIONARIES,

IN CHINA, JAPAN AND COREA are

arranged in a special separate list.

THE MAPS AND PLANS

have been engraved by one of the most eminent

Firms in Great Britain and are corrected and

brought up to date. They consist this year of

fourteen of the following:—

COLORED PLATE OF FLAGS OF FOREIGN HONG KONG OF THE FAR EAST.

PLAN OF YOKOHAMA.

PLAN OF KOREA AND HYOGO.

PLAN OF FOREIGN SETTLEMENTS, TIENTSIN.

PLAN OF TSINGTAU (KILOCHAU).

PLAN OF FOREIGN CONCESSION, SHANGHAI.

PLAN OF HONGKONG (SHANGHAI) with Insert.

Showing the EXTENDED SETTLEMENT.

LARGE PLAN OF THE CITY OF VICTORIA.

PLAN OF NEW TERRITORY (KOWLOON).

PLAN OF KOWLOON.

PLAN OF MANILA.

PLAN OF SAIGON.

PLAN OF PENANG.

PLAN OF BATAVIA.

The CHRONICLE covers the notable events

of the last half century in the Far East together

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concluded with the countries of Eastern Asia

the various Customs Tariffs, Trade Regulations

Chambers of Commerce, Scales of Commissions,

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Measures, Tables of Money, Weights and

Measures, and other Commercial Information

including:—

TREATIES WITH CHINA.

Great Britain—Nanking, 1842; Tientsin,

1858; Tariff Agreement and Rules, 1859;

Convention, 1860; Rules for Joint Investigation

of Customs, 1861; Convention, 1862; Tientsin, 1863; Tariff Agreement, 1864; Tientsin, 1865; Convention, 1866; Convention, 1867; Convention, 1868; Convention, 1869; Convention, 1870; Convention, 1871; Convention, 1872; Convention, 1873; Convention, 1874; Convention, 1875; Convention, 1876; Convention, 1877; Convention, 1878; Convention, 1879; Convention, 1880; Convention, 1881; Convention, 1882; Convention, 1883; Convention, 1884; Convention, 1885; Convention, 1886; Convention, 1887; Convention, 1888; Convention, 1889; Convention, 1890; Convention, 1891; Convention, 1892; Convention, 1893; Convention, 1894; Convention, 1895; Convention, 1896; Convention, 1897; Convention, 1898; Convention, 1899; Convention, 1899; Convention, 1900; Convention, 1901; Convention, 1902; Convention, 1903; Convention, 1904; Convention, 1905; Convention, 1906; Convention, 1907; Convention, 1908; Convention, 1909; Convention, 1910; Convention, 1911; Convention, 1912; Convention, 1913; Convention, 1914; Convention, 1915; Convention, 1916; Convention, 1917; Convention, 1918; Convention, 1919; Convention, 1920; Convention, 1921; Convention, 1922; Convention, 1923; Convention, 1924; Convention, 1925; Convention, 1926; Convention, 1927; Convention, 1928; Convention, 1929; Convention, 1930; Convention, 1931; Convention, 1932; Convention, 1933; Convention, 1934; Convention, 1935; Convention, 1936; Convention, 1937; Convention, 1938; Convention, 1939; Convention, 1940; Convention, 1941; Convention, 1942; Convention, 1943; Convention, 1944; Convention, 1945; Convention, 1946; Convention, 1947; Convention, 1948; Convention, 1949; Convention, 1950; Convention, 1951; Convention, 1952; Convention, 1953; Convention, 1954; Convention, 1955; Convention, 1956; Convention, 1957; Convention, 1958; Convention, 1959; Convention, 1960; Convention, 1961; Convention, 1962; Convention, 1963; Convention, 1964; Convention, 1965; Convention, 1966; Convention, 1967; Convention, 196